GRUMMAN plane news

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Eighteen Analysts Kick Off Aerospace's EXCEL Program

Eighteen newly graduated "analysts" began working yesterday with various supervisors in manufacturing, engineering, administrative, and supporting functions at Bethpage and Calverton to kick off Grumman Aerospace's EXCEL program. The first groups scheduled for EXCEL are: MANUFACTURING — F-14 Final Assembly, Plant 1; Production Control, Plant 2. TECHNICAL OPERATIONS — Product Support, F-14 and E-2C, Plant 15; Product Engineering, F-14-Plant 1, and E-2C-Plant 15. FLIGHT ACCEPTANCE—Trailer City 1 and 2, Calverton; QUALITY CONTROL — Plant 35; PROCUREMENT, Plant 30. Eventually, all areas of the corporation will become involved in the program.

In announcing the establishment of EXCEL in a special Newsboard publication on July 5, Grumman Aerospace Board Chairman and President Joe Gavin cited the necessity for such a program as EXCEL because of the fierce competition that exists in the aerospace industry, and the critical need for doing an outstanding job on all aircraft programs, especially the

(Continued on page 11)

Tech Ops Utilizes Video Tapes For New Communications Program

Television may well be the most effective medium in today's society, and Administrative Operations director Jake Bussolini has found a way to put it to work for Grumman's Technical Operations Department: by enlisting the help and expertise of the Plant 5 Photo and TV Department, Tech Ops is making video tapes for a new, broad-range communications program.

According to Larry Mead, Vice President of Technical Operations: "We were looking for a way to expand communications at all levels of our organization and at the same time try something just a little different to liven things up. TV programming was the answer."

The first 30-minute video tape features Mead and Bussolini as co-anchormen in a miniature production consisting of six skits on communications. "We didn't have any trouble casting for the screenplay," says Bussolini. "We found several of our employees who had hidden talents and a willingness to try their hand at acting."

The video script is humorous in many ways, but it is also an effective means for showing the harmful effects which may result from a breakdown in

(Continued on page 11)

Albatross Tops 30,000 feet; Sets New Altitude Record

An HU-16 "Albatross," the U.S. Air Force Reserve rescue plane, recently reached 30,700 feet over South Dade, Fla.—unofficially breaking the 37-year altitude record for twin-engine amphibians—before retiring to the Air Force Museum at Wright-Patterson Air Force Base near Dayton, Ohio, on July 17.

The 22-year-old aircraft was presented in a formal ceremony to Col. Bernie S. Bass, museum director, by Brig. Gen. W. S. Crandell, deputy to the chief, Air Force Reserve. The amphibian aircraft had been in service with the 301st Aerospace Rescue and Recovery Squadron at Homestead Air Force Base, Fla., since 1951, and was the last of four which had been in the Air Force inventory.

Crew members Lt. Col. Charles H. Manning, pilot, Maj. Paul Schafer, co-pilot, and TSgt. Edmund Schindler, flight engineer, had no doubts that they had broken the previous altitude mark for twin engine amphibians of 24,950 feet set in 1936. The flight was named "Chuck's Challenge" in recognition of Manning's idea to try for the altitude record after he read about the

(Continued on page 11)

Family Picnic '73. Even though the picnic was rained out on Saturday, over 30,000 Grummanites and their families turned out on Sunday, July 22, to relax in the sunny fields at Calverton. It was a day of fun, games, food, drink and entertainment for everyone. See page 6 for the picnic story and photos.

on board the USS

PART 2 . . . Everyone knows when a Grumman-built E-2B leaves the Indy's catapult. It's usually the first plane off during scheduled flight operations, of course. And it is easily recognized on deck by its twin turboprops, 24-foot-diameter top-mounted rotodome, four vertical tails, and 80-foot wing span. But the unmistakable feature that distinguishes the Hawkeye from all the other planes on board is its long, steadily droning sound, making it one of the noisiest planes on board and for which one crew long ago fondly gave it its now universally used nickname: Hummer.

Or as one pilot spells it: Hummmmmmmmmer.

There are four Hummers on the Independence, each of which weighs about 50,000 pounds—slightly less than a fully loaded A-6. However, it is the most densely packed avionics package that Grumman makes. On the Indy, the Hummers are the responsibility of VAW-122 squadron, a 150-man squadron that is part of Carrier Airborne Early Warning Wing 12 of Norfolk, Va.

Since its formation in 1967, VAW-122 has acquired a distinguished record in both peace and

wartime. It has operated with both the Pacific and Atlantic fleets, in the Mediterranean and in Vietnam. In the Gulf of Tonkin, for instance, the squadron logged nearly 2,500 flight hours, over 2,000 of which were on direct support of combat operations. In 1970, during a Mid-East crisis, the squadron flew some 1,300 hours and was awarded the Meritorious Unit Commendation. It is now in its third cruise on the Independence, this time in the Mediterranean.

The squadron—and the E-2s—are "an integral part of one of the Navy's most advanced concepts in electronic warfare, the airborne tactical data system (ATDS) which provides the overall view of the environment surrounding the task force to the Officer in Tactical Command (OTC)," states a VAW-122 officer. "The heart of this system, which receives its inputs from the airplane's radar, is a computer-controlled electronic data link which makes available to the OTC [on the carrier] the E-2B's radar picture of the tactical situation well outside the range of the ship's surface and air surveillance radars."

VAW-122's primary mission is to provide airborne early warning for the surface fleet. Since a carrier's radar and radio equipment are limited in range by the earth's curvature, the 30,000-foot elevation of the E-2 greatly increases the range of this equipment. And by moving the E-2 closer to the threat of enemy air and surface activities, the carrier can direct offensive and defensive weapons to offset potential surprise attacks by hostile forces.

Because the E-2, and its associated radar sensors and communications systems are operable in all-weather environments, VAW-122 also has a number of secondary missions. The most important:

Independence [CVA 62]...

strike control in which it assists attack aircraft in navigating to and pinpointing assigned targets.

The E-2B's five-man crew consists of a pilot, a copilot and three "backend" men: two Naval Flight Officer (NFOs) and a flight technician (FT), an enlisted man who is often referred to as the airborne troubleshooter. The NFOs are further designated as the Combat Information Center Officer (CICO) and the Air Control Officer (ACO).

"It used to be that only pilots could be squadron skippers," says Cdr. Gary MacQuarrie, VAW-122's skipper. "Not today, though. Both pilots and NFOs can become commanding officers of E-2 squadrons. In fact, in E-2s you have the unique situation in which the pilot is responsible for the safety of the mission while the senior NFO is responsible for its success."

Cdr. MacQuarrie is a pilot with a career spanning 19 years, about 10 of which have been spent in the airborne early warning community. Cdr. Charles Norrington, the executive officer, has been with E-2s since 1968. He is an NFO and will succeed MacQuarrie as skipper when the latter's tour

with the squadron is completed.

E-2s generally spend more time in the air than other carrier aircraft. If the flight schedule calls for a launch-to-recovery sortie every one hour and 45 minutes, for instance, the E-2 may remain in the air for two cycles, or about three and a half hours. Very often, the time is extended to five hours.

At launch, the E-2B leaves the catapult and then heads skyward. At night, MacQuarrie says, it's like being tossed into a black inkwell. There is no horizon. Only blackness. For guidance, the pilots rely on their own radar and that in the ship's Combat Air Traffic Control Center (CATCC).

In a matter of minutes after takeoff, the E-2's entire system is operational. While it is still within 20 miles of the carrier—called the carrier air traffic zone, like the area around an airport—the E-2 is still under the control of the Air Boss. Beyond 20 miles, the E-2 switches to Combat Information Center (CIC) control on the ship which may delegate command or control function to the E-2.

The pilot selects and heads for his station so the other planes can take station on the E-2. The distance from the carrier varies depending on the mission. Once on station, the E-2's flight path (i.e., configurations such as figure eights and racetracks) is important so the other aircraft and the NFOs can make the most of the situation.

In the back, the three-man crew works with computers, radar and communication equipment with which they track both air and surface targets, relay information to the carrier, direct search and rescue operations, and serve as strike coordinators during actual and simulated combat operations. If the E-2 picks up an alien aircraft—a "bear"—for example, then tracks and identifies it, the NFO can then vector one of the fighters in the area to the exact location of the alien. If the interceptor has a limited-range radar, the E-2 can tell him where to go to find the bear.

"The accuracy and capability of this equipment is really phenomenal," says Tom Kassin, an NFO. "We have an entire picture of air activity wherever we're located."

Another important function, he points out, is communication relay. If a plane at low altitude wants to contact the ship, for instance, but cannot reach it with its own radio, the plane calls the Hummer to relay the message to the carrier. The E-2 in turn receives the information over one radio and passes it on to the carirer via another radio.

Over water, the E-2B's radar performs all of its functions with accuracy and efficiency. With the introduction of the E-2C—the first of which was delivered to the fleet in May—the E-2 squadrons will soon have the capability for operating effectively over both land and water.

During peacetime flight operations at sea, everyone in VAW-112 tries to fly at least once a day to maintain his proficiency. "In Vietnam," says Cdr. MacQuarrie, a veteran of three Vietnam cruises, "we didn't worry so much about our proficiency because everyone was flying two or three times a day anyway." During one operating period, he adds, the E-2 squadron was on line for 80 days, flying 12-to-14-hours a day.

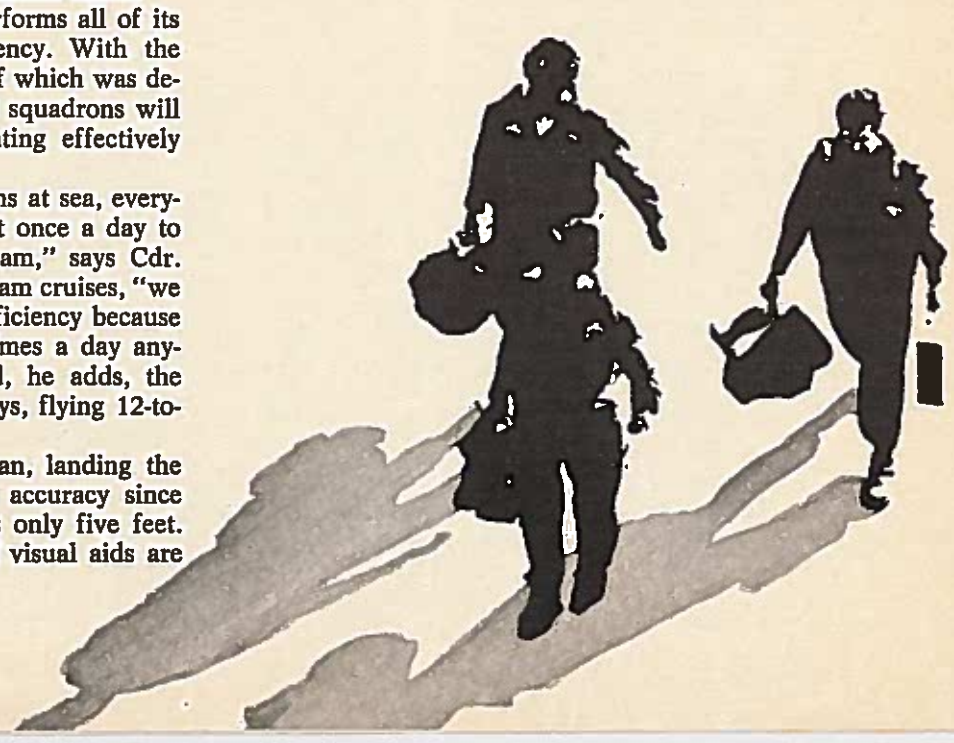
Because of the 80-foot wing span, landing the E-2 on the Indy calls for absolute accuracy since clearance tolerance on both sides is only five feet. During daylight hours, a number of visual aids are available to guide pilots to the ship's centerline. At night, the E-2 guides the other planes to within a few miles of the ship before CATCC takes over. The E-2, therefore, is one of the last planes to land, and must rely on CATCC and the carrier's landing lights to guide it in.

Because of the E-2s busy schedules, routine maintenance is generally scheduled for the early morning hours when there are no flight operations. Lcdr. Bill Mooberry is the squadron's maintenance officer whose primary concern is keeping the right parts on hand to use where and when they are needed. Not only is he concerned with keeping the planes flying, but also keeping their complex and sophisticated systems operating at all times.

It's a demanding job, particularly now while the Independence is operating with the Sixth Fleet in the Mediterranean, far from its home port. The operations are steady and the hours are long. NFOs like Will Carmean and Jerry Holden, pilots like Jim Schuyler and Dan Ryan, and all the men who keep the E-2s in peak flying condition, may be working from 14 to 20 hours a day every day.

And their work is important which is exemplified by some of the Navy jargon. On the Independence, for example, the E-2 is called the "airborne picket" or the "airborne CIC". Inside the E-2, though, the crew retaliates by calling the ship's Compat Information Center (CIC) the "shipboard E-2."

Whether your vantage point is in the air or on the surface, both the E-2 and CIC are essential elements in today's modern, sophisticated effective . . . electronic navy.



Plane News interviews Capt. John R. Eckstein, U.S.N. Commander Carrier Airborne Early Warning Wing 12.

the E-2 over the atlantic

Capt. Jack Eckstein, is the Commander Carrier Airborne Early Warning Wing 12 and directs the airborne early warning capability for the Naval Air Force in the U.S. Atlantic Fleet. As such, he is responsible for all the East Coast E-1s and E-2s, and the people who fly and maintain them.

CARAEWWING-12 dates back to 1948 when it was known as VAW-2, and shortly thereafter as VC-2, which for eight years flew the Grumman Avenger. In 1956, the name was again changed to VAW-12 with a new aircraft, the Guppy version of the Douglas AD Skyraider. In 1961, the Grumman-built E-1B Tracer ("Willie Fudd") joined the wing and in 1966, VAW-12 received its first Grumman E-2A Hawkeye. Then, in 1967, in place of VAW-12, CARAEWWING-12 was commissioned.

The 320 officers and 1,200 enlisted men assigned to the Wing and its seven squadrons maintain and manage assets valued at $250 million. Since 1948, the officers and men of the Wing have operated from every aircraft carrier assigned to the Atlantic Fleet; and during the Korean and Vietnam Wars, from the decks of many Pacific Fleet carriers.

Capt. Eckstein brings to his command more than 20 years' experience in naval aviation, the most recent of which has been with E-2s. He is the recipient of many commendations including the Bronze Star and four Air Medals. His broad background and keen insight into the job the E-2 is doing in carrier operations today is the subject of a recent discussion Plane News had with Capt. Eckstein.

Do you consider the E-2 to be one of the most important aircraft on a carrier?

No question about it. There's only one person you have to ask to verify it and that's the Admiral on board a carrier. The E-2 is the airborne air tactical control center and it works very closely with the Admiral and his staff. The E-2 is the real-time decision maker for the Admiral and with its data link, the E-2 provides the Admiral with the "eyes" for covering a mission. Moreover, the E-2's covered voice communication capability often gives the Admiral an instantaneous decision making "voice." This way, he can project his command-and-control authority over widely dispersed forces.

Has the Navy's reliance on the E-2s increased over the years?

The Navy finds a greater need for the E-2s every year. The E-2A found its real meaning in Vietnam where it was employed in many ways that had not been anticipated. It was originally built to be a blue-water control aircraft, to sit out there and alert the forces hundreds of miles at sea, and because of its altitude and long-range radar, still be able to spot any incoming targets. No one anticipated at first that we would eventually use the E-2s in confined spaces, such as in the Gulf of Tonkin, and also in similar locations in the Mediterranean where we are doing a very important job.

Have you found the E-2 to be as effective at night as it is during the day?

The aircraft has proven to be more versatile than any other aircraft in the carrier fleet. In the Gulf of Tonkin, for example, the E-2 was so valuable and essential that many squadrons would not permit their aircraft to be launched at night unless the E-2 was airborne. We have the same thing happening today in the Mediterranean and I'm certain it is going to happen more and more in the future. This airplane is becoming an essential element in all phases of carrier aviation.

Do E-2s have command-and-control functions?

We call the E-2s airborne early warning aircraft, but more and more in recent years they have become primarily airborne command and control platforms. Over the years, they have been used for many things beside airborne early warning per se. For example, E-2s keep track of all surface ships as well as direct strike control for aircraft, tanking services, and overall coordination for a strike. In Vietnam, the strikes were always controlled by E-2s, and if we had an aircraft hit, the E-2 immediately took over and coordinated the search and rescue efforts. In fact, while I was in Vietnam in VAW-113 aboard Constellation, we once had two aircraft carriers and the Air Force involved in a strike going on in the Hanoi-Haiphong area. One of our airplanes had been shot down. My plane picked up command and control, along with the search and rescue coordination. We didn't have enough tankers to handle the other air group along with our own, and the other group didn't have enough tankers in the air. So, one NFO from VAW-113 called the Air Force and asked for tanking assistance. Up till that time, none of us knew that the Air Force "Papa" tankers were of the "probe-and-drogue" variety, the kind of air refueling we use. Not the flying-boom type, but a basket on a hose extended from the tankers that you fly the probe into for fueling. We vectored a "Papa" tanker north

and plugged the A-3s into the tanker. Then, we had the F-8s from the other carrier plugged into the A-3s, all of them getting a drink at once. It was a fantastic sight. We were able to do some very spectacular missions with the E-2s, including such things as working with the Grumman special-purpose aircraft that the Army has—the OV-1—for locating and attacking trucks at night, for surveilling ships in Haiphong harbor, for controlling reconnaissance aircraft in high density areas, and for alerting them to the presence of MIGs. We were able to do these by flying special mission profiles or using special equipment, or by just being extra smart and trying harder.

What do you mean when you refer to the E-2 "community"?

We use the word "community" as a kind of generic term. The E-2 is a special mission aircraft. Until recently, we had a 70 to 80 percent turnover in our enlisted personnel on every cruise. We had to have a monumental training program to try to preserve this information and prevent others from making the same mistakes over and over again. So, to nurture and develop the necessary technical expertise required to operate these planes, the Navy some time ago created a "functional wing" and subsequent E-2 community to preserve the knowledge that is needed for the aircraft. It is the functional wing that serves the unique purpose of bringing it all together. We frequently think of ourselves as the E-2 or the "hummer" or the VAW community simply because we band together all the expertise for these planes.

What does a "functional" or carrier airborne early warning wing consist of?

At present, we have five E-2B squadrons—all of which will eventually be equipped with E-2Cs—an E-1B Tracer ("Willie Fudd") squadron, and a "RAG" or training squadron. We also have the air wing staff which acts in a functional manner to pull all the expertise together and help solve problems within our own E-2 community. I have operational control at all times over the RAG squadron and VAW-121 which has E-1Bs, and I have management control over the five other squadrons which are assigned to their respective carrier air wings.

My specific mission, though, is to insure that each squadron is properly equipped with hardware and trained people and that it is "combat ready" when it is its turn to deploy. To do this, we bring students here, such as the Naval Flight Officers (NFOs) after they graduate from 26-weeks of flight training at Pensacola, Fla., and the Naval Air Technical Training Center at Glynco, Ga. We put the NFOs in our RAG squadron, run them through instrument flight training school, give them physiological training, including survival and swimming testing, and then start the flight phase. In about five months, they complete the course and earn an air intercept control designation which qualifies them to join a squadron as air control officers (ACO). Pilots coming out of Pensacola—we call them nuggets—receive similar training here. Our primary mission is to teach them to fly the E-2s safely in instrument weather and to qualify them for carrier duty. We also train second-tour pilots who have already flown in E-1s or E-2s, or those who are new to the E-2 community and are coming in from some other program where they have to be acquainted with a new-type aircraft. In addition, we train the enlisted flight technicians who are radar operators. The RAG also operates the FRAMP (Fleet Replacement Aviation Maintenance Personnel) training department where we train the specialists who maintain the aircraft.

What, specifically, does the term RAG mean?

It is an acronym for "replacement air group." Actually, the replacement air group has been done away with but the RAG squadrons are still around. There is a RAG squadron in each functional air wing. In our case, the name of the replacement training squadron is RVAW-120. The VAW stands for airborne early warning, and the "R" makes it carrier airborne early warning training squadron. Each functional wing has one training squadron and its function is to provide carrier-ready pilots and mission-ready backened crews, which in the E-2 consists of two pilots, two officers and a flight technician.

What importance do you place on training?

I feel that my most important task currently is to develop an adequate technical ground training program. We have been faced with the problem of doing adequate on-the-job training for our people. My position has been that if you sit 30 men down after lunch to hear some youngster lecture from a guide book, he may run out of words after 10 minutes or put everyone to sleep. Still, he is going to log in 30 manhours of training.

We came across a program called Personnel Qualification Standards (PQS) a few years ago which is actually a substitute for the old World War II chief petty officer who would take a sailor by the hand, guide him and teach him everything he knew. In the post-World War II Navy, we haven't had that luxury. The chiefs have not been that numerous and personnel turnover has been too high. So, to compensate, a very savvy fellow named Cdr. Bob White developed a manuscript—a kind of programmed learning syllabus with built-in feedback loops—had it printed and produced the first PQS manual in the Navy. I worked with Cdr. White to produce the first PQS program in the aviation Navy as skipper of RVAW 110, the West Coast RAG, in 1969.

The PQS manual takes the man by the hand and leads him through his specialty area and when he is finished, he will be an expert in his field. To qualify, he doesn't fill out answer sheets or attend lectures. He sits down with his training petty officer and discusses the knowledge area which he is concerned with at the time, or he demonstrates it to prove his familiarity with what he is supposed to do. As he completes each bit satisfactorily, he is signed off and assigned cumulative points. He must also pass an interview with his division officer, the aircraft maintenance officer and finally the squadron commanding officer. This way, we are able to get adequate on-the-job, hands-on training and there is no question that the man knows his material because he has to demonstrate and discuss it. But as with any program it will fall of its own weight unless adequately supported from the top. A program is only as good as its managers.

What kind of "hands-on" equipment do you use for training?

Until recently, the only trainer on the East Coast was at Glynco, Ga. But I believe strongly in the hands-on theory. That is, if you want to train a man properly, you just can't talk to him all day. You have to let him touch the equipment, taste it, smell it. He must hold it and work with it. Therefore, we've concentrated on getting hardware for our people to train with. Grumman, for instance, sent us an old E-2A which we have put to a great deal of use in teaching the "mechs" such things as how to change an engine, how to hang a propeller, ttrim an engine, tune it, troubleshoot and the like. We have also managed to get surplus equipment, including some from Grumman, with which we have built what we call the "romper room", a maintenance and tactics trainer for the E2-B. It originated as a maintenance trainer but as we acquired more and more success, we decided to expand our original plans. We are also gratified that we are going to get some fine hardware with the E-2C program. In fact, the new tactics trainer and integrated systems maintenance trainer (ISMT) promise to be a boon in the training of all our flight techs as well as our NFOs. With them, we should be able to turn out truly professional flight techs from the East Coast RAG.

Is the new training program you are developing actually less costly and time-consuming than previous methods?

We expect to save several thousand dollars every year and about 13 weeks per student training time. Instead of the students having to learn on older equipment in Georgia, then be retrained when they get here, we now bring the students to Norfolk and teach them their air intercept control here. The tactics trainer will enable us to do this training for less overall cost, we can teach flight techs at the same time, and we can do it faster and have far less turbulence because our students don't have to move around so much.

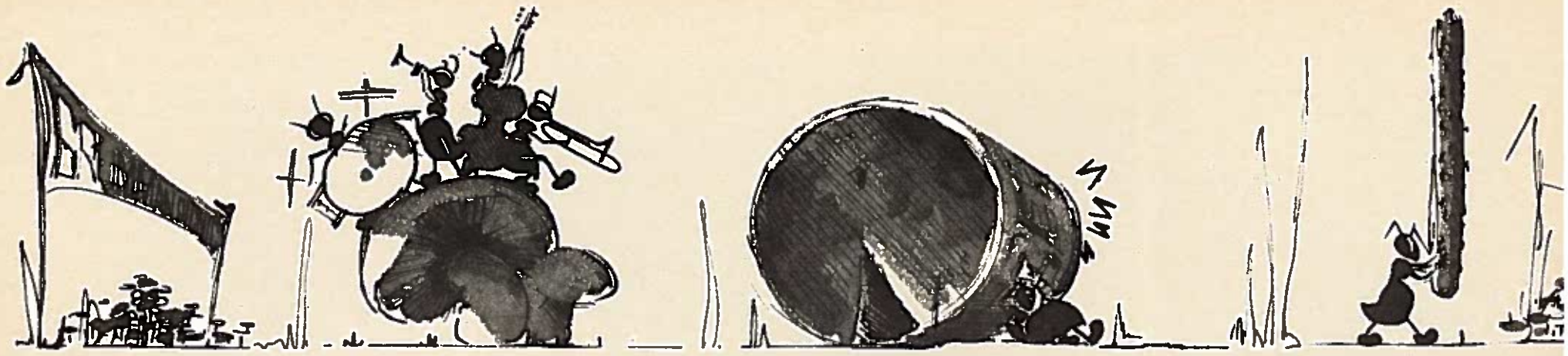
From your vantage point as both a pilot and a Wing Commander, what special adcantages do you feel the E-2C offer?

One major feature is that the E-2C has been given an increased ability to detect overland targets. We discovered that in the versatility we developed in this aircraft in its employment—such as that in the Gulf of Tonkin—that we needed to see inland, to be able to see the MIGs to protect our forces. For the same reason, if we are working in the Mediterranean, we need to be able to keep track of what is going on over land. It is very difficult to do this with the E-2B. The E-2C promises to do a much better job.

Have the E-2 squadron people actually been instrumental in changing the design characteristics of the E-2?

All of the longtimers in the E-2 community have had a great deal to do with suggesting changes and improvements to the aircraft. For example, when the E-2A first came out, most Navy people didn't fully visualize its potential. Some believed that we would not be able even to maintain it, much less effectively, too. And a lot of people looked at its computer system and said they would never be able to hack it. True, at first, we encounter difficulties in maintaining such a complex plane. We still do, for all the reasons I've mentioned and some others too. Then, in 1965, we took the E-2A overseas to Vietnam where the plane became absolutely invaluable in controlling the Alpha strikes, tanking join-ups and dozens of other vital missions. Hundreds of pilots have been saved because of the intervention of the E-2s. When the situation threatened to become chaotic, the E-2 s were in a better position to exercise airborne command and control, to see the entire picture, to control the fueling operations, coordinate the search and rescue operations, get the different aircraft on target, and keep the enemy from shooting up the helicopters. The E-2 really proved its worth in the Gulf of Tonkin. It became essential to the operations there.

Since we have modified the aircraft from E-2A to E-2B, we have increased its reliability and performance with a general purpose computer, and it has become an essential element in attack carrier warfare. With the new equipment in the E-2C, more capable radar, and, of course, better training, we should be able to significantly advance our ability and our professional capabilities on all carriers in the future. I think the E-2C will enable us to take a major step forward.



picnic '73

The storm clouds that had caused the postponement of the traditional Grumman family picnic on Saturday must have "sensed" the enthusiasm of the more than 30,000 Grummanites and their families because by noon on Sunday, July 22, warm sun rays were shining down on the Calverton picnic grounds.

As the Grummanites, joined by their families and guests, began moving through the gates at 8 a.m., along with them came all that would be needed to make this annual event, again, a festive occasion. To ensure a day of fun and relaxation, arms and baskets were loaded with baby pens, folding chairs, hibachis, thermos containers, portable music, volleyball and badminton equipment, utensils, and many other items.

And the aroma of the food provided by the Company, as well as that prepared by families, wafted through the entire area. Gus D'Errico, director of Employee Services Office, reports that some 42,000 franks were consumed; also 18,000 cartons of milk, 50,000 containers of ice cream, nearly 84,000 cups of cold drink, 200 barrels of beer, and 1,200 gallons of pre-mix Pepsi. That didn't include an assortment of "goodies" brought along by the picnickers.

Before, during and after feasting, many entered the sporting events conducted by the GAA from 10:30 a.m. to 2:00 p.m. Races for the kids included 30, 40, and 50-yard dashes and potato sack races, and for the husband-wife teams there were relays, highlighted by the popular egg-throwing contest. In the open fields surrounding the picnic tables, many organized their own games of softball, basketball, football, and volleyball; a few relaxing souls used the adjoining space to fly kites or stretch out on the grass. Under the shade of the pines and elms, others relaxed wtih a game of cards or chess or the Sunday newspapers; while still a few more found time to take a snooze.

Children of all ages could be found on the rides —octupus, caterpillar, carousel, boat rides, and fire engines. Attending his first Grumman picnic, Jack Bierwirth, President of Grumman Corporation, took

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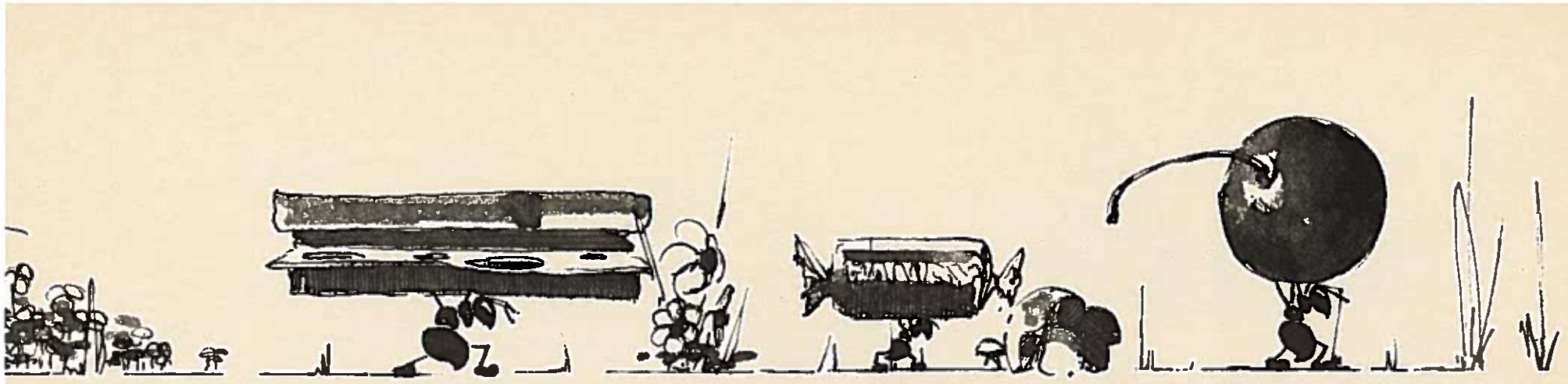


ZIP

picnic '73

(Continued from page 6)

over as engineer on the miniature L.I.R.R. train ride. He had a good instructor, Board Chairman Clint Towl, who has served in that capacity for a number of years. Many of the kids, Bierwirth said with a grin, complained that he drove the train "too slow." At the other end of the picnic grounds, Clint Towl "steered" the Bethpage-Calverton Flyer, with its kid commuters, during the morning hours.

As time closed in on one o'clock, some 12,000 kids (many accompanied by their parents), filled each square foot of the lawn in front of the stage, awaiting "show time." The famed chimp, "Zippy," stole the hour-long entertainment show by performing a series of stunts and musical numbers. The alloted hour wasn't time enough to share all the activities with the children. At 2:25 p.m. the crowd had formed, impatiently moving about for the start of the junior boxing events . . . and they weren't disappointed. Kids of all ages finished their bouts as if they had been in training all summer.

Dance music, provided by Matty Daniels and the Grumman bands, was played continuously from 10:30 a.m. to 12:45 p.m. and again from 2:15 to closing time . . . except for a few interruptions. One came in the form of an unexpected performance of the F-14 as it flew by slowly and then whizzed straight off into the clouds, causing all heads to lift toward the sky.

Culminating the activities was the awarding of door prizes. This year's grand prize winner was Michael Loew of Plant 6. In addition to the first award, a color TV, a total of about 70 prizes were awarded to lucky ticket holders.

As 4:30 p.m. drew closer and the picnic grounds began to empty, parents and children gathered to begin the journey back to all parts of the Island. The success of the picnic may be measured by the favorable expressions of "good times" still remaining on many faces (especially the kids), when the flag came down at 4:45 p.m.

In the words of D'Errico, "Many thanks to everyone . . .everything was just great."

Photos by Bob Settles and Dick Sanders

service milestones

35

William P. Ekman, Prod. Plant Mgmt. (1)
William Kohler, Prod. Release & Analysis (2)
Eugene H. Duval, Instr. Test (6)
William Yunger, Prod. Plt. - Mgmt. (6)
Edward F. Pohlig, Lab Mgmt. (14)

30

Michael L. Grobeck, Fuse Fwd. Sub./Major (1)
Howard H. Willing, Fuse Fwd. Sub./Major (1)
George Sturiale, Press (2)
Harold A. Henkel, Prototype (2)
Saverio J. Nunziata, Controls (2)
Herbert H. Ketcham Jr., Forecasting/Loading (2)
David C. Sontag, Plant Stores (2)
Alfred Woellert, Sub-assemb. Contrl. (2)
Charles Pellegrini, Special Tools & Methods (2)
Edward Fischer, Wing Final (3)
Franklin E. Combs, Static Test (5)
Emil E. Grambow, Flt. Avionics (5)
Edgar A. Strong, Meth. Elect. tech. Gse (5)
Ernest J. Pennino, Prod. Plt. (6)
Stephen Lawrow, B/P Warehouses (17)
Henry J. Frappaolo, Ship/Shares Consol. (17)
Henry L. Dubocq, Release & Control (35)
Robert Evans, Upholstery (36)
James Houlik, Prod. Mgmt. (77)

25

John L. Caulfield, Ctr. Sect., Major & Subs (1)
Joseph Warren, Sub-Assem. (1)
Harry Youngs, Jr., Drop Hammer (2)
William J. Shay, Hydraulics (2)
Michael W. Clement, E. B. Welding (2)
Robert J. Selock, Marshalling & Fin. T1 Contrl. (2)
John M. Caldwell, Assy. Tool & Hand. Equip. (2)
Robert Boehning, Assy. Tool & Hand. Equip. (2)
Richard E. Smith, Assy. Tool & Hand Equip. (2)
Albert G. Gilpin, Jr., Assy. Tool & Hand Equip. (2)
George J. McLaughlin, Optical Tools & Methods (2)
Robert J. Sanderson, Tech. Serv. (2)
Robert L. James, Maintenance (2)
Adam E. Majewski, Fuselage Assy. (3)
Robert M. Geer, Honeycomb Bond. (3)
Louis Amoroso, Dispatching (3)
Rudolph J. Smatlak, Tool Maintenance (3)
Harry W. Schlimper, Inspection - Mech. (4)
John Collins, Static Test (5)
John F. Hehir, Mech. Struct. & Proto. (5)
William Bryant, Flt. Avionics (5)
G. Fred Dunmire, Prod. Devel. Staff (5)
Ettore Borrelli Jr., Test Integration (7)
Charles Selock Jr., Central Receiving (24)
Kenneth Sommer, Crit. Matterial Contrl. (24)
Charles T. Oliver, Struct. Design (25)
Robert M. Carbee, Prog. Engg. Manager (25)
Joseph P. La Turno, Figerblass (27)
George E. Schell Jr., Inspection - Mech. (27)
Harold Albertson Jr., PPO - EA6 (34)
Frank A. Bernacki, P/S Verif. & Prod. Support (34)
John J. Camarata, Q. C. Tech. Serv. (35)
Peter Yanul Jr., Ctr. Sect., Major/Subs. (36)
Lawrence L. Negretti Jr., Final Assy. (36)
Arthur C. Jaeger, Prod. Planning (36)
Earle J. Madden, Support (88)
Joseph D. Myer Jr., Production (88)

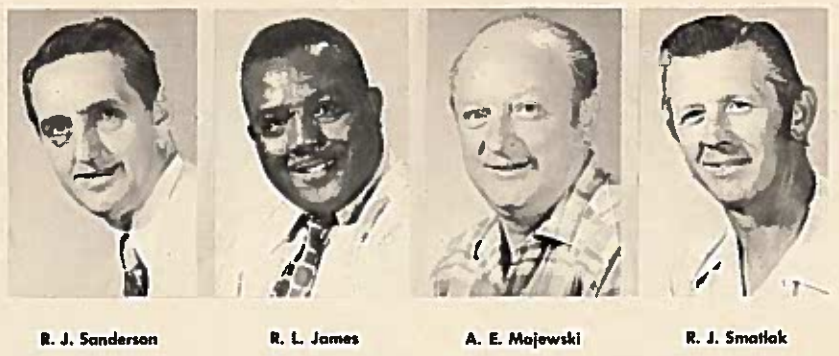
20

Lillian L. Offen, Medical (1)
Norman E. Pedersen, Specifications (1)
Patsy N. Annello, Dispatching (2)
Kenneth P. Bonestele, Conventional Machines (3)
Zachary Dmytrak, Conventional Machines (3)
Ernest E. Gambino, N/C Machines (3)
Carl Zindl, Prod. Ctl.-Parts Ctl. (3)
Robert E. Shacklady, Final Assy. Structure (4)
John Fallon, Flt. Avionics (5)
John H. Arlin, Veh. Technology Mgmt. & Staff (5)
Eugene J. Schineis, Insp-Mechanical (6)
James Montgomery, P/S Site Supply (15)
Nicola Narcisco, Computer Interface (15)
Frank Krejnicky, Parts Paint (27)
Samuel Dash, Fiberglass (27)
Mary L. Koch, Proc. Mgmt. Info. Sys. (30)
Theodore H. Crews, Maint. Admin. (30)
Roberta Cade, Materials Accounting (30)
Robert Goodrich, Contract Termination (30)
William M. Aubin, Materials & Struct. Mech. (35)
Carl B. Butler, Msc. Mfg. Shops (52)
John A. Borgen, Inspec/Q.C. (77)
Frank Neumann, Final Assy. (77)
James E. Kelly, Base Mgmt. (88)

15

Henry E. Szubzda, Elec. Fab (1)
Martin J. Nicholson, Ind. Engg. - Crewload (1)
William F. Raynor, F-14 Mfg. - M.E. Methods (1)
Ralph F. Mastrole, Prod. Mfg.-Budgets (1)
Frank J. Hellwagner, Sub-Assy. Control (2)
Anthony F. Lucidi, Maint. - Facl. Equip. & Gen. (2)
Albin G. Donner, Food Service (2)

(Continued on page 11)



R. J. Sanderson | R. L. James | A. E. Majewski | R. J. Smatlak

H. W. Schlimper | J. F. Hehir | G. F. Dunmire | R. J. Selock

J. L. Caulfield | H. Youngs Jr. | W. J. Shay | J. M. Caldwell

R. E. Boehning | R. E. Smith | A. G. Gilpin Jr. | G. J. McLaughlin

K. Sommer | R. M. Carbee | J. P. Laturno | H. Albertson Jr.

F. A. Bernacki | J. J. Camarata | P. Yanul Jr. | A. C. Jaeger

For Rent

APT.: Patchogue on river, furn. or unfurn, w/w, cen. air., 3½ rm, pvt. entr., docking space avail., $275/security. 589-0083.

ROOM: Wantagh, a/c, bath, near Grumman. PE 5-2064.

BUNGALOW: Ferndale, N. Y., 2 bdrm, sleeps 4, compl. furn., screen porch, utilities, pvt. lake, no pets, $100/week. After 6 p.m. PY 6-3887.

ROOM: Massapequa Park, furn., sep. entr. LI 1-5602.

TENT TRAILELR: Coleman hdtop., sleeps 6, dinette, access., $11/day. 751-1256.

HOUSE: Catskills, week/month, full kit., 2 bdrm, near town, 2 state parks, trout brook w/pool, $100/week. After 6 p.m. HA 7-6151 or HA 7-5879.

APT.: Lake Ronkonkoma, 3 room, pvt. entr., JU 5-6020 or JU 8-4138.

APT.: Wantagh, 4½ rooms, pvt. entr., singles, $240/mo. SU 1-5730.

CAMPER TRAILER: Sleeps 7, foam matt., gas range, sink, ice box, dinette, storage. HA 7-7344.

HOUSE: Long Beach, 4 bdrm., compl. furn., Sept. - May, $275/mo. IV 5-1315.

HOUSE: Pocono Mountains, 2 bdrms., three lakes on premises, three pools, use of row boats, tennis courts, baseball fields, reasonable rates for Grummanites. After 6 p.m. LI 1-5177.

STUDIO APT.: Oyster Bay area, lge. furn. studio, utilities, pvt. bath, $175/mo. Between 6-7 p.m. 922-0964.

HOUSE: Stony Brook, 4 bdrm., 2½ bath, fam. rm., enclosed patio, dng. rm., $390/mo., Aug. 15, '73 tto Aug. 15, '74. 751-9007.

CONDOMINIUM: Ridge, N. Y., option to buy, new appl., comp. furn., maintenance. 727-9837.

APT.: Huntington, sep. entr., 2 bdrm, full bath, avail. Aug. 1, '73, $260/mo. After 6 p.m. 757-1552.

VACATION HOUSE: Catskills (near Monticello), full furn., 3 bdrm., outside deck, recreation facilitieis, near resorts. 427-7344.

APT.: 3 room, full bath, pvte. entr., reason. FL 4-4746.

For Sale

TRAILER: '65 Travel, 15 ft., Scotty, self-cont., equalizer hitch, reason. 473-8575.

MISC.: Baby crib, chifferobe w/formica top, $60; Biltrite baby coachette, $25; folding stroller, $5; metal door frame w/mounted door, $25. HA 3-4056.

HOUSE: Stony Brook, early Amer. farm ranch, 4 bdrm, 3 bath, eat-in-kit, lvg. rm./fireplace, attic, w/w, full bsmt, lge. screen porch, 2 car gar. attach., patio, wooded acre. 751-0845.

BOAT: 16 ft., Larson, fbgls, '68 Chrysler motor, elec. start, '70 trailer, radio, 2 rear speak, fire ext., ask. $1150. HA 7-5879, 6 p.m. - 9 p.m.

DISHWASHER: Sears, cutting bd., port., white, $225. WE 8-3126.

STOVE: G.E., elec., self-clean, 3 small burner, 1 lge. burner, 3 yr., $225. WE 8-3126.

BOAT: '65 Glaspar, 18 ft., 90 hp, Johnson outbd., trailer, sleeps 2, $1450. HA 1-0791.

PUPPIES: Norwegian Elk Hound, 3 male, pdgreed, 8 wks, shots, $100 ea. 9:30 a.m. - 2:30 p.m., 433-4656; after 6 p.m. PY 8-4147.

HOUSE: Bethpage, col, 2 full bath, 3 bdrm, form. dng. rm, eat-in-kit, all new appl., oversized gar, patio, brick fence, sod, w/w, $43,500. 433-7413.

BUICK: '65 Special, shocks, exhaust, cooling syst., ask. $500. 757-2046.

CORVETTE: '69 coupe, 427-390, a/c, new dunlop F-60 tires, clutch, am/fm, 4 spd., green. 799-5253.

TRAILER: '71 Continental, 18 ft., sleeps 6, self-cont., oven, refrig., freezer, shower, heater, awning hitch, sway control, spare, $2600. 587-0456.

LAWNMOWER: 18 in. reel, self-propelled, catcher, $55. 724-3890.

BIKE: Ross, yell., banana seat, cycle handle bars, slick rear tire, boy's mod., $20. 587-0819.

BOAT: '70, 15-ft. fbgls, 60 hp, Evinrude elec. start, ful tilt trailer, xtras. After 4 p.m. 269-6221.

BOAT: '72 Anchor Craft 17 ft., '72 Johnson outbd. 50 hp, navy top, $1850. 473-8326.

LIFE JACKETS: Floatco "foam vest", front zipper, 2 med., 1 small, $15. 271-3152.

WASHER/DRYER: Westinghouse, port., Whirlpool dryer, port., both $200. 289-4333.

FURN.: Couch, matching love seat, coordinated wing chair, $295. 623-0196.

FENCE: 160 ft. Oxford post & rail, 8 ft. sections, 4 corner posts, 1 gate w/hardware, $125. 581-6718.

MOWER: Eclipse, self-propelled, 22 in. HA 3-3878.

For Sale

DINING RM. SET: Junior, 52 in. oval table, 12 in. bd., 4 side chairs, 1 arm chair, china closet, table pads, $170. (212) 352-4097.

DEHUMID.: 28 pints, Sears, decorator designed, auto shut-of, layered doors, caster legs, ask. $75. 363-2418.

FURN.: Love seats, desks, tables, chairs, bed (singles), bureau, organ (Lowry/Spinet). lamps, etc. CH 9-9183.

FURN.: Baby dressing table, stroller, $20 ea., dng. rm. exten. table, folding and 3 leaves, $45; blue studio couch, open to dble. bed, $40. PI 1-6123.

REFRIG.: Coldspot, 14 cu. ft., auto. defrost; two cribs w/mattress, paintings. 751-0845.

BAR STOOLS: Chrome legs, black leather set, (4), $40 ea. WE 8-3126.

MG: '69 Midget, conv., two covers, four Michelin x radials, r/h, new front discs, lugg. rack, wire wheels, 28,000 miles, $1350. LO 1-8651.

RANGE HOOD: 36 in. long, brushed alum., 2 spd. elec. exhaust, light, push button switches, $25. 221-5857.

TENT: 12 ft. x 12 ft., pyramid style, built in canopy, Morsan quality, $70. S. Sakowski, ext. 8-6596.

For Sale

MISC.: Lawn mower, 21 in. reel, powered w/ grass catcher, $50; upright piano, full size, no bench, $40. HA 3-5413.

AIR COND.: 5600 BTU, Westinghouse, for sliding window, $100. SU 1-0495.

DINGHY: 8 ft., oar locks, $60. SU 1-0495.

MISC.: Elec. bass guitar, Hagstrom I, case, $75; banjo, five string, resonator, case, $75. 581-8635.

TRAILER: 17 ft., sleeps 6, self-contained, heat, refrig., stove, oven, new tires, $975. 421-5262.

FURNITURE: Bolster couch, end tbl., coffee tbl., bureau, stack tbls., flr. lamp, twin bed. 581-1258 after 7 p.m.

CAMARO: '67 competition car, 396 cid, 375 hp., 4 spd., 5:38 rear endfi mags/slicks, 11.88 - 123¼ mile time, $1,500. MY 2-7175 after 6 p.m.

BIKE: Boy's 26 in, red/white, nds. pedals, $10. 735-5261.

MISC.: ¾ copper tubing, 38½ ft., $28; Ant. pole lamp, $10; (3) ant. chev. spoke rims, 18 in., $10; 2 trailer hitches bumper type, $10; Ford repair manual, 61. $10. 585-1147.

TYPEWRITER: IBM, executive BF no. 2, recent. recond., carbon ribbon attach., best offer, HA 3-2308.

at your SERVICE

This is a free service to Grumman personnel for non-commercial advertisements, accepted on a first-come, first-served basis. Classified advertisements are carried in PLANE NEWS only on the basis that everyone replying to such advertising will receive fair and equal consideration regardless of their race, creed, color, or national origin.
Type or print ad on form available at Employees Service and Engineering counters, and send via interplant mail to PLANE NEWS, Plant 5, Bethpage. List home phone (with area code if outside Nassau or Suffolk). Limit: one ad per person per issue. No item under $10, no firearms or ammunition.

HOUSE: Bethpage/Plainview, 3 bdrm. split, lge. lndscpd. plot, expanded kit., porch, den, patio, fin. bsmt., low taxes, orig. owner. WE 5-8960.

BIKE: 20 in. boys, coaster brake, front basket, $15. 731-4609.

SAILBOAT: 14 ft. Grumman alum., dacron mainsail, cox trailer, $395 firm, will sell boat separately. AN 5-5118.

PUPPIES: AKC, Irish setter, 9 wks. old, $50. 567-2529.

BOAT: Sailfish, wood hull only, needs refinishing, $50. 643-7293.

PUPPIES: Labrador retriever, yell., blk., AKC champ bloodline, $100. 643-5019.

MISC.: (1) barrel back tapestry chair, $25; (1) drum table, $15. 931-5229.

MUSTANG: Mach I '69 Cobra Jet, fire eng. red, 428 c.i., stereo am/fm, polyglass Goodyear tires, 4 spd, orig. owner, $1875. 475-7091.

HOUSE: Seaford, custom cape, waterfront property, 3 bdrm., attach gar., o.h.w. heat & central a/c, appl., $41,500. SU 5-4054.

CHRYSLER: '66 Newport, 4 dr, a/c, all power, ask. $750. 799-8834.

PONTIAC: '68 Tempest, 6 cyl., overhd. cam, auto trans, power steer, 2 dr, $695. AN 5-9226.

OPEL: '71 GT, 1.9 liter eng., sport coupe, 4 cyl, r/h, spare, 22,000 mi., $2300. 669-4302.

PUPPY: Samoyed, AKC reg., 6 mo., shots, female, housebroken, $120 or best offer. 234-5133.

HOUSE: Nassau Shores-Massapequa, 3 bdrm, 1½ bath, lvg. rm., dng. rm., adjoining golf course, low taxes, school district #23, $45,000. 541-9266.

HOUSE: Hauppauge, ½ acre, 3 bdrm, custom 2 firepl., gar., barn, shed, s/s, lndscpd., low taxes, $39,990. 234-4731.

HOUSE: W. Babylon, L-shape ranch, 3 bdrm, fin. bsmt., 2 zone heat, w/w, s/s, 80 x 100 fenced, above ground pool, deck, patio, $33,000. MO 9-2892.

SAILBOAT: Corinthian fbgls., cruising sloop, mooring paid, $2500. 421-9336.

MISC.: Two couches, 4 chairs, lvg. rm, tables, dinette set, lamps, TV stand, port. phono, radios, 35 mm camera, 4-poster. After 6 p.m. 864-2226.

HONDA: '67 C.B. 90cc eng., rebuilt in '71, 10,000 mi., 4 spd., $120. 757-8527.

GAS TANK: VW, under-hood fil, pressure checked, $12. Evgs. (212) 631-3474.

XKE: 2+2, '69 Jaguar, wire wheels, new Koni shocks, new discs, Semperit steel belt. radials $3100. 884-4988.

TRAILER: 25 ft. Norris, '69, bath, ref., dbl. sink, stove, pven, forced air heat, sleeps 6. 586-7356 after 6 p.m.

MISC.: Dinette set, round, walnut formica, w/4 blk. swivel chrs., bird bath iron, outdr. furn., paintings, jewelry, ant. clock. G. Beaudoin, Ext. 3945.

VW: '62, no eng., trans., clutch ok, $85. JU 7-7184.

HOUSE: Poquott Village, Setauket, custom, 3 bedrm. ranch, 2 car gar., firepl., centr. a/c, lg. fam. rm., wooded, 2 blocks from beach, mooring rights, low taxes, xtras, $47,500. 473-6790.

CHEVY CAMPER: Pick-up camper, 11 ft., fully self-contain., hot water, shower, refrig., inter com., many xtras, $3,190. 884-8180.

PUPPIES: Male German shepards, shots, wormed, very reason. 751-2728.

SAILS: Jib, 17 ft. 6 in. luff, 7 ft. 3 in. foot. spinnaker, 2 ft. sides, 14 ft. foot, $30 ea. AN 1-4929.

FAIRLANE: '65, 6 cyl., new batt., water pump, alternative voltage, $250. 981-6445.

HOUSE: Levittown ranch, 4 bedrm., 1 bath, lg. screen. porch, patio, gar., fenced, $34,500 firm, July-Aug. occup. 796-4541.

MOTOR HOME: Travco '68 27 ft., sleeps 6, generator, dual a/c, all options, $8,500. 421-3805 after 5 p.m.

MISC.: Heavy duty sand. mach. port., $35; router, entire set of bits, $120; port. hand saw, $50; 6 in. pwr. band saw, $60; 4 in. pwr. hack saw, $60 miling vice, $35; 12 in. whetstone grinder, $20; buffing tbl., $20. 884-5392.

SAILBOAT: Thistle #503, trailer, 2 suits, sails spinnaker, ask. $800. HA 7-0848.

NOVA: '71, 2 dr. coupe, 6 cyl, auto., low mileage, orig. own., $1800. 427-2131.

HOUSE: Port Jeff. Station, 3 bdrm. split, panel den, w/w, appliance, 1/3 tree acre, xtras, low $30's. 473-5989.

DRYER: G.E. '73, never used, $125. 676-2589.

DNG. RM. SET: 2 table, 6 chairs, 2 buffet, 2 col. chairs, 1 small box spring & matt. HA 7-9189.

MISC.: 2 burner elec. stove (110 v), refrig., combination sink, $100. CH 9-5263.

COUCH: 6 ft. col, fab. design, $70. 751-0805.

For Sale

VW: '66 bug, new tires, r/h, 2 mtd. snow tires, xtra parts, ask. $475. After 6 p.m. 261-3950.

MISC.: Redwood playhouse, 5 ft. x 4½ ft., shingled roof, $45; 15 in. wheels w/tires, (3), fits Studebaker, Ply., $15 for all. 598-0344.

TRAVEL TRAILER: 13 ft. Shasta, sleeps 4, self-cont., 2new tires, w/w, ice box, 3 burner stove, oven, 25 gal. water tank, outside canopy, curtains.. Ask for Jerry, 997-5339.

MOTORCYCLE: '71 Triumph, 650 cc, low mil 4,000 mi., recent tune-up, helmets, $1100. PY 6-1290.

HEATH KIT: IG-28 generators, $75; Eico 460 wide band oscilloscope, $60. 727-7831.

PLYMOUTH: '67, p/s, p/b, new trans., $675. After 6 p.m. ED 4-5197.

GARDEN TRACTOR: John Deere Model 110, flotation tires, 4 yrs., 38 in. mower, 42 in. snow/dozer blade, dump cart, single-point hitch, tire chains, wheel weights, $800. 744-6921.

HOUSE: Oakdale, 8 rm hi-ranch, ½ acre, lndscpd., 4 bdrm., ½ bath, eat-in-kit, pan. playroom w/ bar, 2 car gar., central vac. & air cond., washer/dryer, refrig/freez, immed. occup, $32,000 firm. After 6 p.m. 567-2372.

TV: '72 console color, Admiral, $300. WE 8-5160.

CANOE: Grumman, 13 ft., $150. 931-3089.

FOLDING BOAT: 16 ft., $100. 226-2032.

FIAT: '70, low mi., conv., 29 mi. to gal, fm tape deck, $900. PR 5-9001.

DRESSING TABLE: Baby, recovered, $10. 681-9588.

CHEVELLE: '69 Malibu, 2 dr., 307 V-8, p/s, p/b, 26,000 orig. miles, minor body work, $1100. MA 3-9767.

BOAT: 13½ ft., sail, outbd. oars, trailer, 5 hp Evinrude, $425. 751-0456.

MOTORCYCLE: '71 Triumph Trophy 500, 500 cc, 1400 miles, bronze/black, ask. $900. CH 9-1019.

BIKE: 20 in. Ross banana bar, girl, $15. 234-0479.

PONTIAC: '69 GTO, tape deck, 2 cragar wheels, new batt., shocks, blue/blk. top, ask. $1600, 585-9275.

COUCH: Convertible, sleeps 2, wine color, $40. 924-5845.

OUTBD. MOTOR: 15 hp, $65. After 6 p.m. 922-7522.

HOUSE: Brentwood southwest, 4 bedrm., fin. bsmt., 150 x 75 corner, $30,000, conventional only. MO 7-0677.

VW: '68 Squareback, $1350. AM 4-4043.

TRAVEL TRAILER: 18 ft., sleeps 6, fully self-cont., stove, oven, refrig, shower, toilet, H.W., space heaters, awning, xtras, $1800. 421-5998.

LAWN SWEEPER: Parker PA-6830, Parkette 30 in., $25. After 7 p.m. 541-9193.

VW: '64, new rebuilt engine, new clutch and throw bearing, battery, xtras, ask. $600. 796-8944.

OUTBD. MOTOR: 35 hp Johnson, longshaft, all rebuilt, no hrs., all winterize, ready to go, $100. MO 9-8055.

SAILFISH: 11 ft. sunflower nylon sail, cordite hull, $170. AN 5-9196.

VW: '71 bus, orange/white., $1800. 924-4334.

CHEVY: '64 Impala conv., p/s, r/h, needs body work, ask. $200. 593-6799.

REFRIG: G.E., 2 yrs. old, 11.5 cu. ft., white, left hand door, $125. 289-4333.

BOAT: Penn-Yan, fbgls. 16 ft. Johnson, 60 hp trailer, xtras, $1350. 751-3446.

HOUSE: E. Setauket, 3 bdrm., 1½ bath, col. hi-level, fenced, wooded 1/3 acre, firepl., $31,990. 785-3519.

HOUSE: Babylon, lvg. rm/firepl., lge. dng. rm., eat-in-kit, closed porch, full bsmt., plaster walls, cyclone fence, oil heat, s/s, elec. stove, refrig., washer, dryer, lndscpd., 75 x 122 plot, low taxes, $30,000. MO 9-3389.

FILTER: Model #300, skim master No. 750 HL delux skimmer, both $15. After 6 p.m. 884-8767.

TRI-WHEELER: Adult Schwinn Town & country, coaster brake, basket. FR 8-4465.

BOAT: 17 ft. American Finn, full lapstrake, 75 hp, Evinrude, elec. start, alternator & bilge pump, Holsclaw trailer, ask. $600. After 7:30 p.m. 265-2231.

BOAT: 15 ft. Thompson lapstrake, steering wheel & controls; motor, 18 hp Evinrude '69, 6 gal gas tank; Boyer boat trailer, '68, new wiring, lights, total $550. After 5 p.m. WE 5-1456.

HOUSE: 3 bedrm. colonial din. rm. wall oven kitch., den, fenced, gar., above grnd. pool, wk. to shops, schools, ask $30,000. IV 5-1469.

HOUSE: Hewlett, school district 14, 3 bedrms., 2 baths, 2 car gar., fin. basemt., w/w, s/s, 2 zone heat, alum. siding, $45,000. 374-6448.

Company Analysts Kick Off EXCEL Program

(Continued from page 1)

F-14. Said Gavin: "We try to assure the continuance of these programs by keeping our aircraft systems up-to-date; but if we hope to grow, as well as survive, we must also find better ways of managing our programs, too.

"For some time now," he continued, "we've been looking at various management methods employed in the aerospace industry — especially those used by our competitors. We believe that we can achieve many of our corporate goals through a program called EXCEL — Excellence in Cost Effective Leadership — which is an accepted, well-proven management procedure that we've adapted to fit our particular needs."

As part of the EXCEL program, Gavin pointed out: "We are training people from the major operating departments in the company to help local supervisors find out where problem areas exist and what must be done to correct them. In that way, we can assist a supervisor and his or her group achieve first-class operations so that they can contribute their full share toward company success."

Training course

The analysts completed a four week training course at the Training and Development Center at Plant 30 last Wednesday. When assigned to a specific department, says Bob Mullaney, EXCEL manager, these analysts will first try to establish with the supervisor a profile analysis of the group; in other words, what tasks are involved, what the group does to complete those tasks, and how much effort it takes to complete these operations. From this basic study of the group, the analyst then proceeds to make daily observations of the work routine from which he generates data analyses and reports, and reviews these findings with the local supervisor.

Random samplings

Mullaney noted that all of the analysts are assigned to various units of their own "home" operating departments. An analyst selected from Procurement, for example, would be assigned to a Procurement group, not a Manufacturing one, said Mullaney. All observations made by these analysts are by random sampling, he points out, which has been found by other companies in the industry to be the most economical. Its accuracy is predictable; it permits rapid reporting; and it identifies group, rather than individual, effort or performance.

And though this effort measurement of a group is related to 100 percent expectancy, Mullaney explained, some delays are understandable and expected. It is the avoidable delays—red-tape, poor operational procedures, and delayed material delivery schedules, for example—and their ultimate effect on the group (and eventually the corporate) effort that will receive the greatest attention.

Each week, when an analyst meets with a local supervisor, they will discuss the data obtained from these random samplings and, where necessary, the two will try to work out effective means to eliminate any roadblocks to a smooth working organization.

Programs like EXCEL were first introduced to aerospace firms in 1958; since that time, many commercial firms have also initiated programs on their own to help cut costs and improve quality. Among the companies now utilizing such programs are Northrop, Boeing, GD Convair, General Electric, B. F. Goodrich, Bell, Beech, and Hamilton Standard.

Total team effort

In his July 5 message, Joe Gavin said: "With your help, we can make EXCEL work for us. It can improve our position with the customer; it can lead to better overall morale by assisting us in achieving total team effort; it can help make our jobs more secure. We are convinced that all of our people want to do a good job. Through EXCEL, we are sure that we can eliminate many of the frustrations and, hopefully, all of the bottlenecks that obstruct us in that effort."

VACATION TIME

It's summer and it's vacation time. Plane News, too, is taking a vacation by skipping one issue in August. In the interim, we will publish a special supplement for ads and the next regularly scheduled issue will be out Aug. 24.

Albatross Sets Altitude Record

(Continued from page 1)

earlier record in a biography on Igor Sikorsky, the famed aircraft designer.

Removal of external fuel tanks, radar, radio, search and rescue equipment, and other items allowed a weight reduction of 10,000 pounds from the normal 36,000-pound figure. Other factors such as "speed tape" applied to areas of the aircraft aided in achieving the record flight.

Approximately 500 Albatross planes were manufactured by Grumman for the Navy, Air Force and Coast Guard as a general utility aircraft. First flown by the military in 1949, the HU-16s are being used today by about 15 foreign countries.

Following verification of the aircraft's instruments by the National Aeronautic Association, confirmation of the altitude record will be submitted to Federation Aeronautique Internationale in Paris for certification.

Tech Ops Uses Video Tapes In New Program

(Continued from page 1)

communications. The tape is part of a broader communications improvement program that Tech Ops is presenting to more than 500 supervisors. The part of the program being run by Mead deals with the department's concepts and philosophies in handling employee relations. The second half conducted by Bussolini deals with the numerous questions and answers that employees might discuss with their supervisors.

The video tape itself, which rounds out the communications sessions, is an instructional tool for all Tech Ops supervisors who deal in direct communications with employees. "There are a number of ways to administer a raise, evaluate an employee, or simply listen to employee problems," says Bussolini. "At the same time, there are also wrong ways to go about it. In some respects, the tape we made might be a good example of how not to communicate, but we did this to add some humor."

The members of the cast for the tapes are all newcomers to the video screen: Dan Knowles, director of Personnel; Joan Kramer, Hal Smith, Ed Lobl and John Luna of Administrative Operations. But they all prove their worth, evidenced by their fine on-screen performances.

service milestones

E. J. Madden

J. D. Myer

(Continued from page 9)

Eleanor R. Johnson, Food Service (2)
Charles J. Gambino, Small Parts Fab (3)
Thomas R. Blenk, Assy. Tool & Hand equip (3)
Joseph Carbone, Maint. Waste Dispos. (3)
Maurice C. Pearsall, Wire Prep. (5)
Patrick J. Courtney, Plant Stores (5)
Emil J. Ruf, Maint. Rearrangement (5)
Jeremiah Brosnan, Maint. Rearrangement (5)
Michael T. Mohr, Sys. Tech. Mgmt. (5)
Julius Cohen, Tech Ops. Mgmt. & Staff (5)
Richard D. Rouzer, Supp. Equip. Prod. (6)
John G. Noble, Ship & Spares Consolid. (6)
William F. Lynch, P/S Verif. & Prod. Support (6)
Seymour E. Davis Jr., Maint.-Facil. Equip. & Gen. (6)
John F. Kotary, Chemical Engg. (6)
Lee E. Dunbar, Instrum. Sys. Design (6)
Kermit E. Nicholson Jr., Insp.-Mechanical (6)
Peter S. Howell, Flt. Operations (7)
John R. Trahnstrom, Power Plant (7)
Chester R. Fitzgerald, Plastic/Power Tooling (11)
George Lubin, Mat. & Proc. Mgmt. & Staff (12)
William A. Dengler Jr., Meas. Standards Admin. Ops. (12)
Arthur J. Mahlstedt, Plan-out of Plt. Support (15)
Kirk D. Keer, Program Mgmt.-2 (15)
Alfred Daum, Program Mgmt.-2 (15)
James M. Hannon, B/P Warehouse (17)
Samuel Gates Jr., Trans-Operations (20)
Walter T. Konig, Rec-Insp-Mach Parts (24)
William T. Phillips, PPO-Space (25)
Edward F. Sweeney Jr., Prol. Engg. Veh-Tech. (34)
June L. Lombardi, Info. & Rec. Serv. (35)
Gerald J. Fox, Life Sciences (35)
Bruce T. Hurley, Q.C. Mgmt. & Admin. (35)
Vincent J. Zardus, Control & Mechanisms (42)
Ira F. Victer, Progg. Engg. Managers (73)
Arthur J. Reill, Offsite Support (75)
Alvin F. Sattler, Tech. Ops. (77)
Charles H. Stenzel, P/S Site Supply (80)
Ronald E. Renman, Environ. Control Design (90)

OBITUARIES

Plane News has received word that death has come to the Grumman personnel listed below. We extend sincere sympathy to relatives and friends.

GERTRUDE D. SCHLEICHART of Quality Engineering, Plant 10, died July 13 at 59 years of age. She had been with Grumman for seven years and lived at 15 Ashland Place, E. Northport.

plane GRUMMAN news

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Manager, Internal Communications
Brian Masterson

Managing Editor
Charles Petty

Editorial Assistants
Kathy Housley
Cynthia McCaskiel

Telephone
Plane News: 3293
Plane News from outside line: LR 5-3293

Monopoles Hold Title By Downing Prowlers, Top Kats

Entering the stretch of the softball league season, the teams on top are struggling to outlast the summer heat and constant threat of upsets. The guys on the bottom are busily building dreams and schemes to knock the big guys off the hill and stake their claim.

The Monopoles of the Monday night league held their claim to No. 1 by first downing the Prowlers, 8-5, and then the Top Kats, 10-5. Chris Hoffman had his first homer of the season, followed by his second and third against the Top Kats. The winners were behind the Prowlers, 5-1 in the bottom of the fourth until Bob Savasta, Mickey Rowles, Bill Diercks, and Chris Hoffman ran across the plate to lead the winning rally. In the second victory for the undefeated ten, Chris Hoffman was again the top slugger hitting a three-bagger and his third homer.

In other Monday night action, the Top Kats won their first win of the season blanking the Leftovers, 12-0. Bernie Edmunson and Jim Schwab both hit three-run homers. The Prowlers racked up win number three by edging the Research team, 14-12. Highlight of the game was right centerfielder Charlie Kohz making a diving catch in outfield to end the game.

The Jets destroyed Simulation, 17-5, to clutch the Tuesday night National title. The Jets did not wait long to jump into the lead with a seven-run first inning in which 11 men batted. Tom McKeefery and Bill Masone each went two-for-three at the plate, scoring three runs each.

Someone has got to stop the Woodpeckers from taking all the honors in the Tuesday night league. They have managed to rack up six victories, and no one seems to be able to stop the big machine from grabbing the title. The leaders knocked off the Mets, 12-3, with Rob Ogilvie, George Cumberland, and Charlie Esposito knocking in homers. The Supporters gave the Woodpeckers a scare by tying the score, 3-3, but in the bottom of the fifth, Bruce Armour drove in the winning run. Pitcher Gordon Bell retired 13-straight hitters from the second through the sixth innings before allowing a hit, and then managed to retire the remaining four in a row.

Flight Development continues to run up their victories in the first lunch league. Pete Howell and Charlie Cava contributed homers in the 12-1 victory over What's Left. Then it was the What's Left team again being humiliated by the Flight Development team, 30-7. Joe Barsczcewski, Mike Wegler, Tom Block, and Pete Howell all slammed in homers. The winners showed no mercy by knocking out 35 hits to the loser's 11.

Bowling Clinic

If any keglers feel that they are getting a little rusty in the off-season, and your natural hook is making a right turn into the next alley, why not sign up for the bowling clinic being sponsored by the GAA. The clinic — under the direction of Frank Varipapa—is being offered from 5:15 to 7 p.m. on Wednesday and Thursday, August 8, 9, and August 15, 16, at the Sheridan Bowling Academy, East Jericho Turnpike, Mineola. For information, contact Herb Mahoney, GAA, Plant 30, Ext. 2269, 2133.

Stephen Mallow Is 58th Member Of Wise Owls

Stephen Mallow of Fuselage Assembly, Plant 1 has been with the Company only three months, but he has already distinguished himself; he has become Grumman's 58th Wise Owl member since the club's origin 23 years ago.

Mallow gives this account of what happened on the afternoon of July 5: "While drilling a hole in the canopy windshield of the F-14 aircraft," he says, "the drill snapped, flew up, and struck the right lens of my safety glasses. It scared me at first because it happened so fast. I went to the nurse to make certain no particles had gotten in my eye, and then went back to work."

Stephen Mallow

Mallow's recent accident may have a lasting effect. At 24 years of age and single, Mallow says: "It may have altered my life-style altogether because I just like seeing."

Gold & Blue Teams Face Tennis Showdown

In the Industrial tennis league, it looks like a showdown between the Grumman Gold and the Blue teams for first place honors. If it is anything like last year's final league matches, Grumman again will capture the L.I. Industrial league title. The big question is: which team—the Blue or the Gold—will grab the honors for the 10th consecutive year.

At midpoint in the season, both Grumman squads are tied for first place with one loss each. The Blue team—which was last year's top racket squad—only loss was to Photocircuits. On its way to the first place slot, the Blues overpowered Sperry SMD, 3-0; Sperry Gyro, 3-0; Republic, 2-1; Grumman Gold, 2-1; Sperry SMD, 3-0; and Republic, 2-1.

The Grumman Gold team which succumbed only to its arch rival, the Grumman Blue team, racked up wins over Republic, 2-1; Sperry Gyro, 3-0, 3-0; Photocircuits, 2-1; and Republic, 2-1.

Half way into the tennis season, and it looks like a strong battle for first place—but which Grumman team?

Co-op Student To Resume Studies At Bennett College

When Cynthia McCaskiel returns home to Charlotte, N. C., shortly, she will take with her some significant personal and professional achievements, along with the warmth and affection of the friends she has made during her stay with Grumman.

Since January, Cynthia has been participating in the company's cooperative program for college students. She is an English major and at Grumman has been working as an editorial assistant for Plane News. She returns to Bennett College in Greensboro, N. C., this fall to finish her last semester before graduation.

During her stay with Plane News, Cynthia has made a number of advances toward a potential writing career. One of her articles, "Helping the Hidden Alcoholic," has received considerable praise from readers both inside and outside the company.

Cynthia McCaskiel

According to Cynthia, her future career plans are still somewhat uncertain. However, she says she hopes to "remain in the South." Whatever she decides to do, we at Plane News will remember her for her pleasant and calm manner, her enthusiastic attitude and her quiet, steady determination to do things better.

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